U. S. DEPARTMENT OF COMMERCE
Charles Sawyer, *Secretary*

BUREAU OF THE CENSUS
Roy V. Peel, *Director*

UNITED STATES FOREIGN TRADE

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SHIPPING WEIGHT AND DOLLAR VALUE OF MERCHANDISE LADEN ON AND UNLADEN FROM VESSELS AT UNITED STATES PORTS DURING THE IN-TRANSIT MOVEMENT OF THE MERCHANDISE FROM ONE FOREIGN COUNTRY TO ANOTHER

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The data in this report summarize a special tabulation prepared for the Board of Engineers for Rivers and Harbors, Corps of Engineers, Department of the Army

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COVERAGE

This report presents the value (millions of dollars) and shipping weight (millions of pounds) of in-transit merchandise moving into and/or out of United States ports by vessel. In-transit merchandise is defined as merchandise coming into the United States from a foreign country and shipped to a foreign country without having been entered as an import. Such merchandise remains in Customs custody or under bond at all times while in the United States to assure that none of it enters consumption channels without the payment of United States import duties. In-transit merchandise includes the following:

(1) Foreign merchandise transferred from one vessel to another in the United States port of arrival and shipped to a foreign country without being released from Customs custody in the United States.

(2) Foreign merchandise shipped through the United States under Customs bond, leaving the United States from a port other than that at which it arrived.

(3) Foreign merchandise withdrawn from a General Order Warehouse for immediate export or for transportation and export (such merchandise was not recorded as an import when it entered the warehouse).

(4) Foreign merchandise shipped from a United States Foreign Trade Zone to a foreign country (such merchandise is deposited in the Foreign Trade Zone without being entered as an import).

Foreign merchandise entering the United States from a Foreign Trade Zone for shipment to a foreign country is excluded from the inbound in-transit statistics but is included in the outbound in-transit statistics when it leaves the United States.

Shipments of merchandise on United States flag vessels moving from one United States port to another via a foreign port, do not require the filing of export or import documents if none of the merchandise is unladen at the foreign port. This exemption also applies, in certain instances, to merchandise moving on foreign flag vessels trading in the Great Lakes area. Similarly, the filing of documents for merchandise moving by vessel from one foreign port to another foreign port via a United States port is not required if none of the merchandise is unladen in the United States. The shipments described above are not defined as in-transit merchandise and are not included in the inbound or outbound in-transit statistics; neither are they included in the export or import statistics compiled by this Bureau.

Shipments of in-transit merchandise are excluded from the statistics on exports and imports by vessel shown in Reports FT-972, FT-973, FT-976, FT-303, FT-703, etc., and from the total United States export and import statistics shown in Reports FT-900, FT-950, FT-410, FT-120, etc. (See Foreign Trade Statistics Notes for August 1947, February 1948 and June 1950).

These data are preliminary and subject to revision.

Foreign Trade Reports of the Bureau of the Census

Summary reports showing monthly data on the trade of the United States with foreign countries are issued as follows:

FT-900 - Overall total export and import data; no commodity or country data.
FT-930 - Exports and imports by economic classes and leading commodities; no country data.
FT-950 - Exports and imports by countries of destination and origin; no commodity data.
FT-970 - Foreign trade by United States Customs Districts; no commodity or country data.
FT-972 - Water-borne foreign trade by United States Customs Districts and ports; no commodity or country data.
FT-973 - Water-borne foreign trade by trade areas; no commodity or country data.
FT-976 - Department of Defense controlled cargo under United States foreign aid programs and "Special Category" non-Department of Defense controlled cargo exported by vessel, by port of lading; no commodity data.
FT-981 - Shipping weight and dollar value of merchandise laden on and unladen from vessels at United States ports during the in-transit movement of the merchandise from one foreign country to another; no commodity or country data.

Additional detailed commodity and country data are available in the form of other FT reports.
A catalog of such reports may be obtained from the Bureau of the Census, Washington 25, D. C.

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Table 1.--SHIPPING WEIGHT AND DOLLAR VALUE OF MERCHANDISE LADEN ON AND UNLADEN FROM VESSELS DURING THE IN-TRANSIT MOVEMENT OF THE MERCHANDISE FROM ONE FOREIGN COUNTRY TO ANOTHER, BY CUSTOMS DISTRICT AND PORT OF LADING AND UNLADING: MAY 1951

[Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts]

Customs district and port	Shipping weight in millions of pounds						Value in millions of dollars					
	Laden (outbound)			Unladen (inbound)			Laden (outbound)			Unladen (inbound)		
	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker
Grand total	313.1	312.8	0.3	1,525.2	287.8	1,237.4	64.7	64.6	0.1	56.8	47.6	9.2
North Atlantic Coast Districts	212.4	212.4	(*)	1,426.6	189.2	1,237.4	41.2	41.2	(*)	44.7	35.5	9.2
Maine and New Hampshire	.....	.....	.....	1,238.2	1.3	1,236.9	.....	.....	.....	9.2	(*)	9.2
Portland	.....	.....	.....	1,238.2	1.3	1,236.9	.....	.....	.....	9.2	(*)	9.2
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Massachusetts	2.0	2.0	.....	4.2	4.2	.....	0.7	0.7	.....	1.6	1.6	.....
Boston	2.0	2.0	.....	4.2	4.2	.....	0.7	0.7	.....	1.6	1.6	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rhode Island	.....	.....	.....	0.5	.....	0.5	.....	.....	.....	(*)	.....	(*)
Connecticut	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York	177.9	177.9	(*)	153.3	153.3	.....	38.9	38.9	(*)	32.8	32.8	.....
New York	159.7	159.7	(*)	153.3	153.3	.....	38.4	38.4	(*)	32.8	32.8	.....
Other ports	18.2	18.2	.....	.....	.....	.....	0.5	0.5	.....	.....	.....	.....
Philadelphia	0.7	0.7	(*)	8.7	8.7	(*)	0.1	0.1	(*)	0.2	0.2	(*)
Philadelphia	0.7	0.7	(*)	8.7	8.7	(*)	0.1	0.1	(*)	0.2	0.2	(*)
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maryland	31.6	31.6	.....	20.7	20.7	.....	1.5	1.5	.....	0.5	0.5	.....
Baltimore	31.6	31.6	.....	20.7	20.7	.....	1.5	1.5	.....	0.5	0.5	.....
Virginia	0.2	0.2	.....	0.9	0.9	.....	0.1	0.1	.....	0.3	0.3	.....
Norfolk	0.2	0.2	.....	0.9	0.9	.....	0.1	0.1	.....	0.3	0.3	.....
Newport News	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Atlantic Coast Districts	0.6	0.6	.....	4.4	4.4	.....	0.1	0.1	.....	0.4	0.4	.....
North Carolina	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Carolina	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Georgia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida[1]	0.6	0.6	.....	4.4	4.4	.....	(*)	(*)	.....	0.4	0.4	.....
Jacksonville	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Miami	0.2	0.2	.....	(*)	(*)	.....	(*)	(*)	.....	(*)	(*)	.....
West Palm Beach	0.4	0.4	.....	4.4	4.4	.....	(*)	(*)	.....	0.4	0.4	.....
Port Everglades	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gulf Coast Districts	53.5	53.2	0.3	29.7	29.7	.....	15.7	15.6	0.1	5.8	5.8	.....
Florida[1]	0.3	0.3	.....	0.4	0.4	.....	(*)	(*)	.....	(*)	(*)	.....
Tampa	(*)	(*)	.....	0.1	0.1	.....	(*)	(*)	.....	(*)	(*)	.....
Other ports	0.3	0.3	.....	0.3	0.3	.....	(*)	(*)	.....	(*)	(*)	.....
Mobile	(*)	(*)	.....	2.7	2.7	.....	(*)	(*)	.....	0.2	0.2	.....
Mobile	(*)	(*)	.....	2.7	2.7	.....	(*)	(*)	.....	0.2	0.2	.....
New Orleans	20.1	20.1	.....	22.6	22.6	.....	5.2	5.2	.....	5.1	5.1	.....
New Orleans	20.1	20.1	.....	21.2	21.2	.....	5.2	5.2	.....	5.1	5.1	.....
Other ports	.....	.....	.....	1.4	1.4	.....	.....	.....	.....	(*)	(*)	.....
Sabine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galveston	13.9	13.5	0.3	3.2	3.2	.....	3.7	3.6	0.1	0.4	0.4	.....
Galveston, Tex	5.2	5.2	.....	0.1	0.1	.....	1.5	1.5	.....	(*)	(*)	.....
Houston, Tex	8.7	8.3	0.3	3.1	3.1	.....	2.2	2.1	0.1	0.4	0.4	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Laredo	19.2	19.2	.....	0.7	0.7	.....	6.7	6.7	.....	(*)	(*)	.....
Brownsville	19.2	19.2	.....	0.7	0.7	.....	6.7	6.7	.....	(*)	(*)	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Pacific Coast Districts	43.9	43.9	(*)	39.6	39.6	(*)	7.2	7.2	(*)	4.6	4.6	(*)
San Diego	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
San Diego	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....

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Table 1.--SHIPPING WEIGHT AND DOLLAR VALUE OF MERCHANDISE LADEN ON AND UNLADEN FROM VESSELS DURING THE IN-TRANSIT MOVEMENT OF THE MERCHANDISE FROM ONE FOREIGN COUNTRY TO ANOTHER, BY CUSTOMS DISTRICT AND PORT OF LADING AND UNLADING: MAY 1951

Customs district and port	Shipping weight in millions of pounds						Value in millions of dollars					
	Laden (outbound)			Unladen (inbound)			Laden (outbound)			Unladen (inbound)		
	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker	Total	Dry cargo	Tanker
South Pacific Coast Districts--Con.												
Los Angeles	10.1	10.1	(*)	8.3	8.3	(*)	3.8	3.8	(*)	1.5	1.5	(*)
Los Angeles, Calif.	4.6	4.6	(*)	7.9	7.9	(*)	1.6	1.6	(*)	1.4	1.4	(*)
Long Beach, Calif.	5.5	5.5	.....	0.4	0.4	.....	2.2	2.2	.....	0.1	0.1	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	33.8	33.8	.....	31.3	31.3	.....	3.4	3.4	.....	3.1	3.1	.....
San Francisco, Calif.	24.5	24.5	.....	29.6	29.6	.....	2.7	2.7	.....	3.1	3.1	.....
Other ports	9.3	9.3	.....	1.7	1.7	.....	0.7	0.7	.....	(*)	(*)	.....
North Pacific Coast Districts	2.3	2.3	.....	6.2	6.2	.....	0.3	0.3	.....	0.7	0.7	.....
Oregon	0.1	0.1	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Portland	0.1	0.1	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	2.2	2.2	.....	6.1	6.1	.....	0.3	0.3	.../.	0.7	0.7	.....
Seattle	2.2	2.2	.....	6.1	6.1	.....	0.3	0.3	.....	0.7	0.7	.....
Other ports	.....	.....	.....	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....
Great Lakes Districts	0.2	0.2	.....	18.9	18.9	.....	0.1	0.1	.....	0.6	0.6	.....
St. Lawrence	.....	.....	.....	0.1	0.1	.....	.....	.....	.....	(*)	(*)	.....
Ogdensburg, N. Y.	0.2	0.2	.....	0.1	0.1	.....	0.1	0.1	.....	(*)	(*)	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo	.....	.....	.....	6.0	6.0	.....	.....	.....	.....	0.2	0.2	.....
Buffalo, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth and Superior	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin	.....	.....	.....	(*)	(*)	(*)	.....	.....	.....	(*)	(*)	.....
Michigan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago	.....	.....	.....	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....
Ohio	.....	.....	.....	12.7	12.7	.....	.....	.....	.....	0.4	0.4	.....
U. S. Territories and Possessions Districts	0.2	0.2	.....	(*)	(*)	.....	0.1	0.1	.....	(*)	(*)	.....
Puerto Rico	0.2	0.2	.....	(*)	(*)	.....	(*)	(*)	.....	(*)	(*)	.....
Hawaii	(*)	(*)	.....	.....	.....	.....	(*)	(*)	.....	.....	.....	.....
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Denotes less than 50,000 pounds; less than 50,000 dollars.

[1]Florida South Atlantic Coast port totals should be added to Florida Gulf Coast port totals to obtain total in-transit vessel shipments through the Customs District of Florida.

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